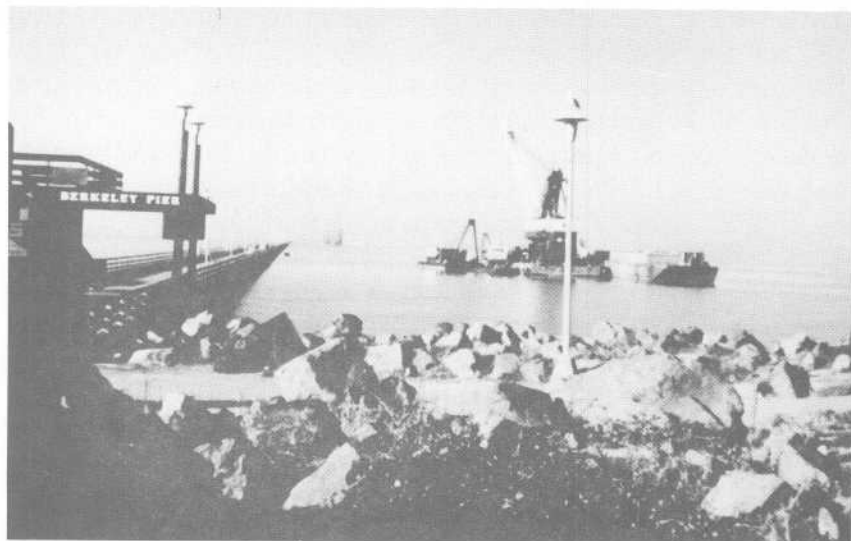

Direct Federal Assistance

FEMA's third formal tasking to the Corps was direct federal assistance. FEMA asked the Corps to provide liaison and technical support to include material, equipment, and personnel as requested. Under Mission Assignment Letter #3, reimbursement was not to exceed \$1 million without Hamner's authorization. FEMA later increased this amount to \$5 million and amended the mission assignment letter by adding "construction, dredging," to "material, equipment, and personnel." Corps work under the MAL was cost shared at a 75/25 ratio of federal/state contributions.⁹⁰

Under MAL #3, the Corps provided ferry service and dredging support. With the Bay Bridge closed, commuters in the bay area needed alternative means of transportation. Expanding ferry service between the East Bay harbor and San Francisco was the best method for meeting the immediate transportation need. Hence, FEMA tasked the Corps to assist in establishing ferry service. The South Pacific Division in turn tasked the San Francisco District to inspect the dock at Berkeley Yacht Harbor, to either repair it or construct a new floating dock, and to dredge the channel to accommodate ferries. The division also directed the San Francisco District to survey Golden Gate Fields at Albany and to verify the need for a floating dock at Bay Farm Island in San Leandro Bay. Two days later, the South Pacific Division changed the tasking with FEMA's consent. The San Francisco District would dredge the slip at the Marriott Hotel dock in Berkeley Yacht Harbor and pursue the assigned work at Bay Farm Island, but cancel all work at Golden Gate Fields. On 2 November, the South Pacific Division directed the San Francisco District to provide a floating dock, 40 feet by 80 feet, at Todd Shipyard in Alameda to promote trans-bay ferry service. On 31 October, Corps personnel inspected seven ferry boat sites as requested by the California Department of Transportation (CALTRANS).⁹¹

The channel depths at Berkeley Marina had to be deepened so ferries could safely enter and leave the harbor. CALTRANS, through FEMA, immediately requested that the Corps execute and administer the dredging contract. Corps officials promptly obtained the required approvals from environmental agencies, such as the Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the State Department of Fish and Game.



A Corps contractor dredges the Berkeley Marina to expand ferry service.

Once the approvals were received, the Corps implemented emergency contract procedures to ensure that dredging was completed as quickly as possible. It secured two contracts, one with Manson Dredging and the other with the Dutra Dredging Company. Work under the Manson Dredging contract, which deepened the channel to 6 feet below mean low low water (MLLW), began 21 October and ended 27 October, for a total cost of \$150,000. The Dutra Dredging Company contract completed the project to 9 feet below MLLW at a cost of \$60,268. This contract was awarded on 3 November and completed 15 November, six days later than anticipated because of a labor union strike. The combined dredging contract costs totaled \$210,268.⁹²

Under the direct federal assistance mission, FEMA also tasked the Corps to provide a heating system for 19 housing units at Buena Vista Farm labor camp in Watsonville, California.⁹³